



Location:	Committee Room C-12, Tom Davies Square
Commencement:	4:30 PM
Adjournment:	5:42 PM

Minutes

**For the 3rd Traffic Committee Meeting held
Thursday, September 8, 2011**

COUNCILLOR RIVEST, IN THE CHAIR

Councillors

Councillors Landry-Altmann

Councillor Caldarelli

Staff

David Shelsted, Acting Director of Roads & Transportation; Dave Kivi, Co-ordinator of Transportation & Traffic Engineering Services; Franca Bortolussi, Deputy City Clerk; Kristina Lang, Planning Committee Secretary

Media

Northern Life, Sudbury Star

Declaration of Pecuniary Interest and the General Nature Thereof

None Declared

Managers' Reports

- 1 . Report dated August 31, 2011 was received from the General Manager of Infrastructure Services regarding School Zone Speed Limit - Various Schools.

The following recommendation was presented:

2011-13 Landry-Altmann-Rivest: THAT the speed limit on Irving Street from 50 metres east of Morrison Avenue to the west end, and Tuddenham Avenue, from Mary Street to Lorne Street, be reduced to 40 km/h due to the presence of Gatchell School;

AND THAT the speed limit on Laval Street from Regent Street to the east end be reduced to 40km/h due to the presence of MacLeod Public School;

AND THAT the speed limit on Douglas Street, from Whittaker Street to Horobin Street, and Horobin Street, from Douglas Street to Willard Avenue, and Isabel Street, from Whittaker Street to the west end, be reduced to 40 km/h due to the presence of Princess Anne Public School;

AND THAT the speed limit on Algonquin Road from Pebble Hill Place to Culver Crescent be reduced to 40 km/h due to the presence of Holy Cross School;

AND THAT the speed limit on Landry Street from Notre Dame Avenue to Albert Street be returned to

50 km/h due to the closure of Ecole Ste-Agnès;

AND THAT a by-law be passed by City Council to amend Traffic and Parking By-Law 2010-1 of the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Infrastructure Services dated August 31, 2011.

CARRIED

- 2 . Report dated August 31, 2011 was received from the General Manager of Infrastructure Services regarding Parking Restrictions - Various Streets.

The following recommendation was presented:

2011-14 Landry-Altmann-Rivest: THAT parking be prohibited on the north side of Centennial Drive from Paris Street to 100 metres west of Paris Street, each day;

AND THAT parking be prohibited on the north side of Centennial Drive from 100 metres west of Paris Street to 300 metres west of Paris Street, between the hours of 7:00 a.m. and 4:00 p.m., Monday to Friday;

AND THAT parking be prohibited on the west side of Delores Street from Poupore Road to the south end of Delores Street, each day;

AND THAT parking be prohibited on both sides of Kirkwood Drive from Ramsey Lake Road to Roderick Avenue, between the hours of 7:00 a.m. and 7:00 p.m., each day;

AND THAT parking be prohibited on the north side of the Ramsey Lake Road from Kirkwood Drive to Bedford Court and the south side of Ramsey Lake Road from Kirkwood Drive to 90 metres west of Bethel Lake Court, each day;

AND THAT parking be restricted to a maximum of 2 hours on both sides of Bedford Court, between the hours of 7:00 a.m. and 5:00 p.m., Monday to Friday;

AND THAT parking be prohibited along the west side of Lady Ashley Court from 45 metres north of Loach's Road to 135 metres north of Loach's Road, each day;

AND THAT parking be prohibited along both sides of Laval Street from 8:00 a.m. to 9:00 a.m. and from 2:00 p.m. to 3:00 p.m., Monday to Friday;

AND THAT the no parking zone on South Bay Road be extended from Ramsey Lake Road to 300 metres east of Athletic Building Road;

AND THAT a by-law be passed by City Council to amend Traffic and Parking By-Law 2010-1 of the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Infrastructure Services dated August 31, 2011.

CARRIED

- 3 . Report dated August 31, 2011 was received from the General Manager of Infrastructure Services regarding All-Way Stop - Spruce Street at Simcoe Street.

Letter of concern dated September 7, 2011 from Rick and Veronica Mucin, area residents, was distributed to Committee Members at the meeting.

Rules of Procedure

The Committee, by two-thirds majority, agreed to allow a member of the public to speak on the matter.

Veronica Mucin stated that she is the owner of property at the corner of Spruce and Simcoe Streets. Her concern is with the fumes of transit buses and vehicles that would constantly be stopping if a stop sign were installed, as her living room and bedroom are approximately 40-50 feet from the corner. Another concern is noise that she would have to contend with from the bus breaking and stopping and she would be forced to keep her windows closed. She stated there would also be noise from radios blaring from cars stopped as drivers often times have their windows down. She advised that many people who signed the petition do not even live in the immediate area but are three to four blocks away from that corner. She stated that she is in support of the staff recommendation and does not believe a stop sign is warranted.

The Committee noted that stop bars and crosswalk lines have been painted on both approaches of Simcoe Street to highlight the intersection and the requirements to stop. Also some brushing has been undertaken to improve sight lines.

The following recommendation was presented:

Rivest-Landry-Altmann: THAT an All-Way Stop not be installed at the intersection of Spruce Street and Simcoe Street.

Amendment

The following amendment to the recommendation was presented:

2011-15 Landry-Altmann-Rivest: THAT the following amendment be made: the words "at this time" be added at the end of the first paragraph;

AND THAT the following paragraph be added:

"AND THAT a follow-up report on the traffic calming measures be brought back in six months".

CARRIED

Main Motion

(as amended)

The main motion as amended was then presented:

2011-16 Rivest-Landry-Altmann: THAT an All-Way Stop not be installed at the intersection of Spruce Street and Simcoe Street at this time;

AND THAT a follow-up report on the traffic calming measures be brought back in six months.

CARRIED

- 4 . Report dated August 31, 2011 was received from the General Manager of Infrastructure Services regarding Municipal Road 8 - Lane Conversion and Speed Limit Review.

The following recommendation was presented:

2011-17 Rivest-Landry-Altmann: THAT the speed limit on Municipal Road 8 from 100 metres southeast of St. James Street to 305 metres south of Riverview Road remain 70 km/h;

AND THAT the southbound passing lane on Municipal Road 8 be converted to a two-way centre left turn lane from the Onaping River Bridge to 100 metres southeast of St. James Street;

AND THAT a by-law be passed by City Council to amend Traffic and Parking By-Law 2010-1 of the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Infrastructure Services dated August 31, 2011.

CARRIED

- 5 . Report dated September 1, 2011 was received from the General Manager of Infrastructure Services regarding York Street - Truck Route Exemption.

Councillor Caldarelli, Ward Councillor, advised that Sudbury Hospital Services has been utilizing the street for many years based on an unwritten agreement with the Region and the former City of Sudbury and that the issue is before the Committee due to a complaint from one resident on York Street.

Rules of Procedure

The Committee, by two-thirds majority, agreed to allow a member of the public to speak on the matter.

Terry Watters, Sudbury Hospital Services, stated he understands the by-law in place prohibiting heavy trucks from utilizing the street for their deliveries. He advised that they have been consistently using York Street since August 1970. He indicated there have been several discussions with By-law Officers and there is an informal understanding why Sudbury Hospital Services uses this route. He advised that once a letter regarding a complaint was received, they began using a longer

route through the four corners area for daily deliveries. This route includes travelling through eight sets of lights and more traffic, significantly impacting on their costs. He stated that they have attempted to try other routes (i.e. Ramsey View Court, Walford Road) but that was inadvisable due to proximity to schools. He indicated the economic impact of using the alternate route is approximately \$75,000 to \$100,000 per year, including the hiring of additional drivers. He stated that Sudbury Hospital Services delivers food, dishes and linen to the hospital, making 15 round-trips daily. They have been using York Street for a long time and are not aware of any damage done to York Street. He further stated that their loads are light (i.e. five tonnes per axle). He advised that Sudbury Hospital Services is a private, not for profit corporation providing an essential community service, under the *Essential Services Act*, and they have operated safely for 42 years.

Councillor Caldarelli stated she was willing to conduct a survey of residents of York Street and bring it back to the Committee for consideration after completion.

The following recommendation was presented:

Landry-Altman-Rivest: THAT Sudbury Hospital Services not receive an exemption from the City's truck route by-law to use York Street, between Regent Street and Paris Street, as a haul route for their heavy trucks.

The Traffic Committee agreed to Councillor Landry-Altman's request to defer the matter for three months in order to conduct a survey of residents on York Street.

- 6 . Report dated August 31, 2011 was received from the General Manager of Infrastructure Services regarding Traffic Control - Grenoble Subdivision, Moonlight Ridge Subdivision Phases 2 and 3, and Grand Marquis Subdivision Phase 4.

The following recommendation was presented:

2011-18 Landry-Altman-Rivest: THAT traffic at the intersection of Grenoble Street and Grenoble Court be controlled with a Yield sign facing northbound traffic on Grenoble Court;

AND THAT traffic at the northerly intersection of Solstice Street and Eclipse Crescent be controlled with a Yield signs facing westbound traffic on Eclipse Crescent;

AND THAT the traffic at the southerly intersection of Solstice Street and Eclipse Crescent be controlled with a Yield sign facing eastbound traffic on Solstice Street;

AND THAT traffic at the intersection of Edna Street and Laura Drive be controlled with a "Stop" sign facing southbound traffic on Laura Drive;

AND THAT a by-law be passed by City Council to amend Traffic and Parking By-law 2010-1 of the City of Greater Sudbury to implement the recommended changes all accordance with the report from the General Manager of Infrastructure Services dated August 31, 2011.

CARRIED

Adjournment

2011-19 Landry-Altman-Rivest: THAT this meeting does now adjourn.

Time: 5:42 p.m.

CARRIED

Franca Bortolussi, Deputy City Clerk

Councillor Andre Rivest, Chair